1917 H

"CATERPILLAR"

TRADE MARK REG. U.S. PAT. OFF.

75-120 HP

THE HOLT MANUFACTURING CO.
(INCORPORATED)
FACTORIES
PEORIA, ILL. STOCKTON, CAL.
NEW YORK OFFICE, 50 CHURCH STREET.

THE
HOLT MANUFACTURING COMPANY

INCORPORATED

OF CALIFORNIA

PEORIA, ILLINOIS. U. S. A.

CATERPILLAR
Reg. U.S. Pat. Off.

FACTORIES

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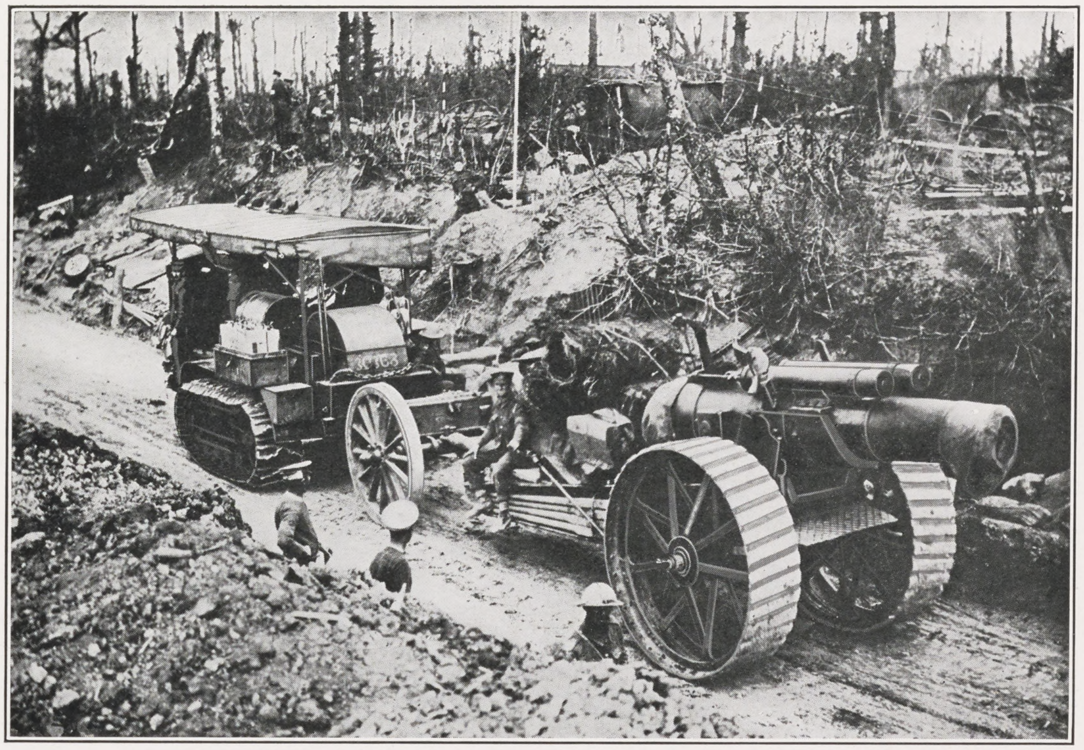
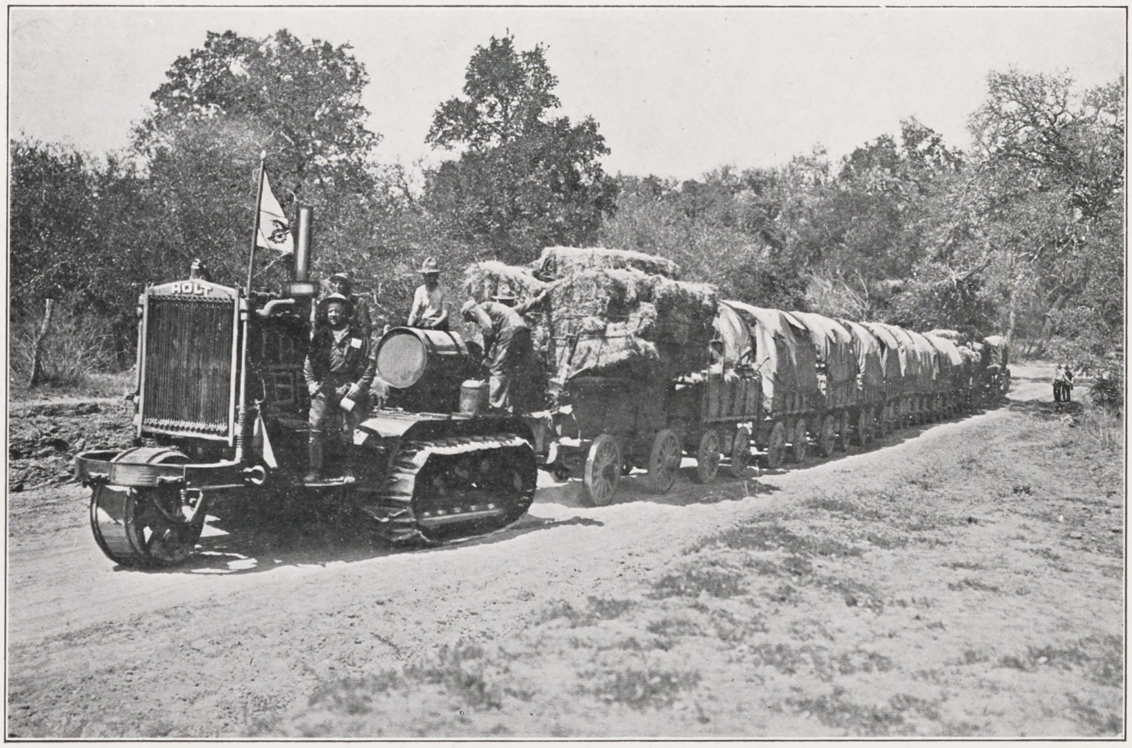
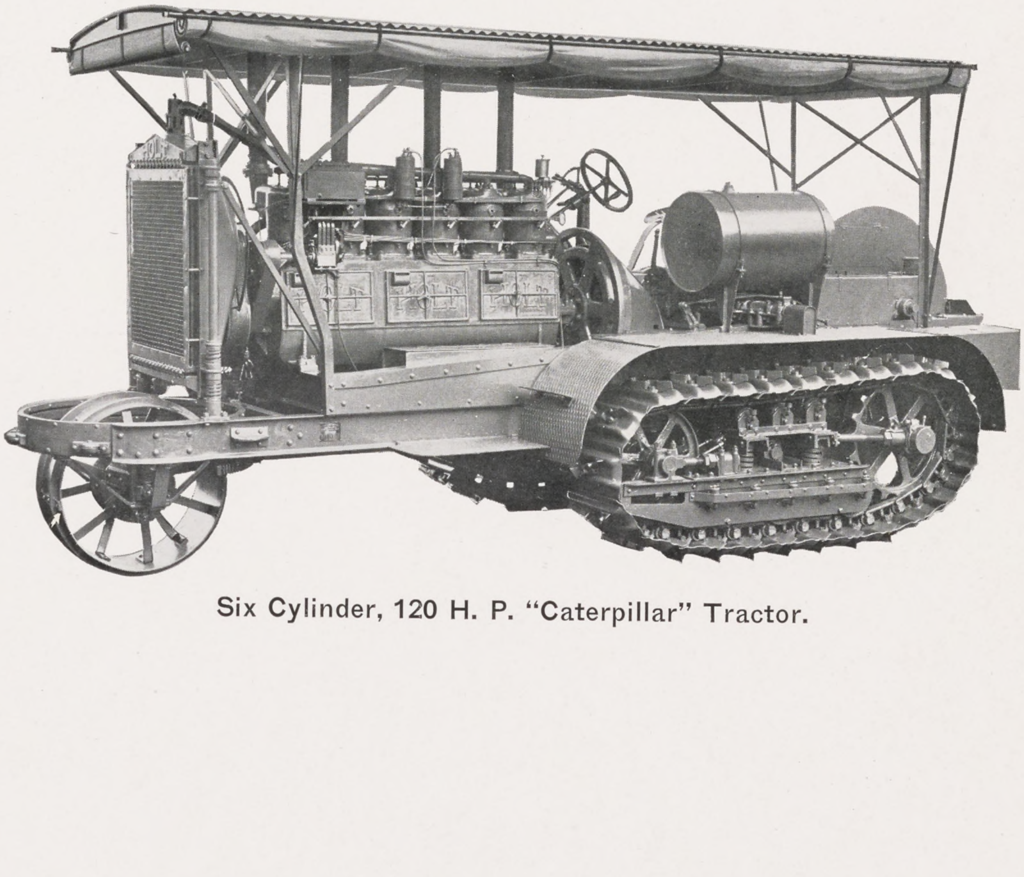


120 H. P. "Caterpillar" Tractor, British War Department, "Somewhere in France."



75 H. P. "Caterpillar" Tractor Hauling 53 Ton Load of Regimental Supplies. Quartermaster Corps—U. S. Army.



Six Cylinder, 120 H. P. "Caterpillar" Tractor.

SPECIFICATIONS OF
120 H. P. "CATERPILLAR" TRACTOR

CATERPILLAR
Reg. U.S. Pat. Off.

DIMENSIONS

Width over all with standard 24″ tracks	8′ 8″
Width over all with special 30″ tracks	9′ 8″
Length	21′ 0″
Height with canopy	10′ 0″
Length of ground contact	6′ 3″
Weight with standard 24″ tracks	26,500 lbs.
Weight with special 30″ tracks	27,000 lbs.

POWER CAPACITY

Brake horsepower	120
Drawbar horsepower	70

MOTOR

The motor is of the 6-cylinder, 4-cycle, Ell-head type, of exclusive Holt design and manufacture. Bore 7½″, stroke 8″—the rated horsepower being developed at 600 r.p.m.

CYLINDERS

The cylinders are cast singly from the best grade of close-grained grey iron; bored and ground to size. Water jackets of generous size being provided.

VALVES

Both inlet and exhaust valves have a diameter of 3″. The exhaust valve lifts ½″ and the inlet valve lifts $\frac{7}{16}$″. Both are constructed with a mild steel stem and a cast iron head, electrically welded to the stem. The stem is case-hardened and entire valve is finished by grinding to size.

CRANK-SHAFT

The crank-shaft is made from high-carbon steel, hammer-forged and heat treated,—the finished diameter being $3\frac{3}{16}$″. All bearings are finished by grinding to size.

Crank-Shaft Bearings

The crank case of the motor provides for seven genuine babbitt bearings on the crank-shaft, the dimensions being as follows:

Center	4″	long
Flywheel end	9″	long
Timing gear end	5¼″	long

Pistons

The pistons are 8½″ long and are made of the best grade of close-grained grey iron, finished by grinding to size. They are provided with three ring and four oil grooves.

Piston Pin

The piston pin is made from steel tubing, having an outside diameter of 2$\frac{3}{16}$″; case-hardened and ground to size.

Piston Pin Bearings

The piston pin bearings in the connecting rods are of phosphor bronze, 2$\frac{3}{16}$″ diameter by 3⅝″ long.

Connecting Rods

The connecting rods are drop forgings of "H" section type, and are 17″ in length. The connecting rod bearings are die-cast babbitt, and are 3$\frac{3}{16}$″ diameter by 4″ in length.

Cam Shaft

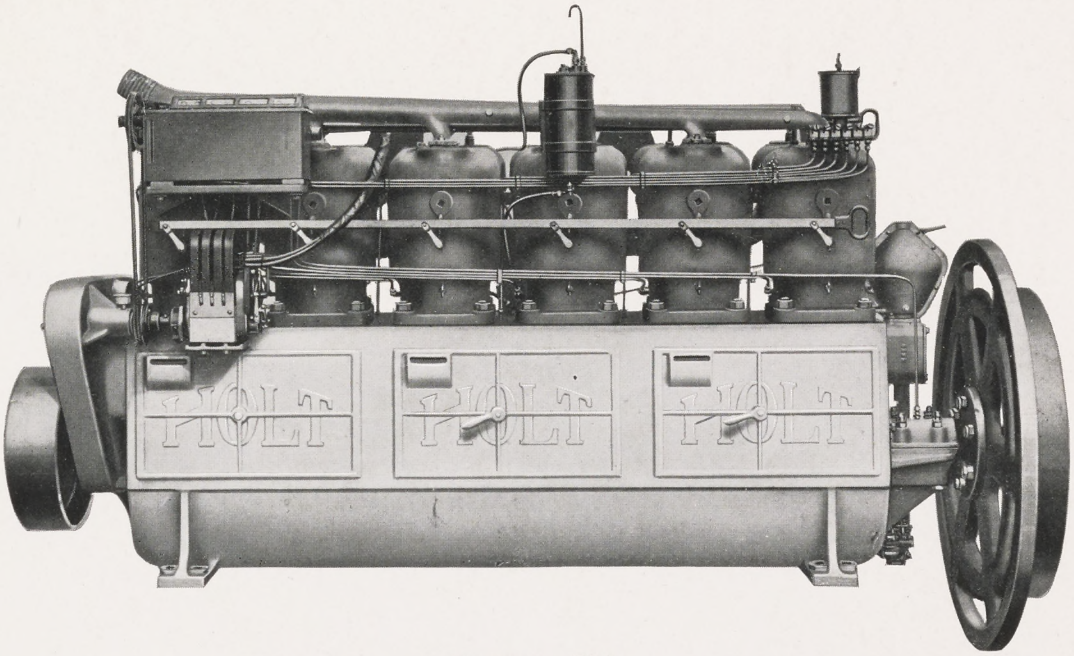
The cam shaft has a diameter of 1$\frac{5}{16}$″, the cams having chilled faces 1¼″ wide and accurately ground. The cams work on tappets of the mushroom type with chilled faces.

Governor

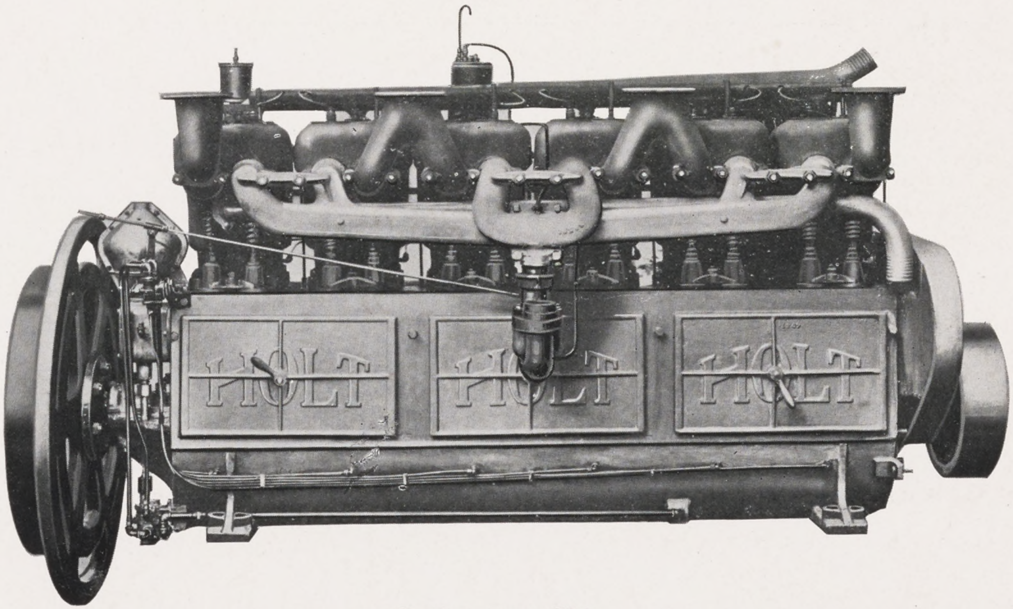
The governor is of the standard Holt fly-ball type, and is gear-driven from the cam shaft.

Cooling

Cooling of the motor is accomplished by a tubular radiator having detachable sections, and the circulation of water through same by means of a belt-driven, centrifugal pump. Air is circulated through the radiator by a fan belt driven from a pulley on the motor crank-shaft, which belt and pulley also drive the water pump.



Magneto Side



Carburetor Side

Six Cylinder, 120 H. P. Holt Motor.

IGNITION

The ignition system of the high-tension type comprises a gear-driven magneto ("K.W.", Model HK), equipped with impulse starter. No batteries or coil are used. Spark plugs may be furnished with either 7/8"—18 S. A. E. threads per inch or with 18 m.m. metric threads, at the customer's option.

CARBURETOR

The carburetor is Kingston 2½" size. The fuel supply to the carburetor is by means of a Stewart Vacuum System from the storage tank.

LUBRICATION

The motor is lubricated by a combined splash gravity feed and force feed system. The supply of oil for the splash system is controlled by a double gear pump located in an oil pit at the bottom of the motor crank case. One section of the double pump supplies the front three cylinders and the other section the rear three cylinders. In addition there are auxiliary gravity sight feed oilers to the center and front crank-shaft bearings. A highly efficient force feed system lubricates the cylinders, rear crank-shaft bearings and fan shaft bearings.

MOTOR CONTROL

The motor is controlled by a throttling governor arranged to maintain the motor at a maximum safe speed. A quadrant and levers near the operator's seat control the speed under varying loads.

MASTER CLUTCH

The master clutch is of the multiple, dry-plate type, consisting of five bronze and cast-iron plates 16¾" outside diameter.

TRANSMISSION

Power from the motor is transmitted as follows: A dust-proof transmission case contains a three bevel gear and jaw clutch combination accomplishing the reverse and power pulley drive; also a counter-shaft permitting of a second speed, either higher or lower than the direct speed. On the direct speed, none of the gears in the transmission case transmit power. All gears contained in the transmission case run in a bath of oil. From the transmission case the power goes through a shaft, upon which is mounted a cut and hardened steel bevel pinion engaging with a large bevel gear on the counter-shaft. A double chain drive from the countershaft transmits power to the track sprocket or main drive shaft. Power is applied to either "CATERPILLAR" track by separate friction clutches. The

TRANSMISSION---CONTINUED

steering of the tractor is accomplished principally by releasing one or the other of these clutches. No differential gearing is used. These steering friction clutches are of the internal expanding shoe type. The chain drive and countershaft gearing are inclosed in a dust-proof housing. The drive chains are of the side bar and bushing type. The side bars are made from high-carbon steel. The bushings are case-hardened. The pins are 1″ in diameter and are made from case-hardened steel. Two distinct gear sets may be furnished as follows, based on 550 R. P. M. of the motor.

Direct	2⅛″	M.P.H.
High	3	M.P.H.
Reverse	2⅛″	M.P.H.
	or	
Low	1½″	M.P.H.
Direct	2⅛″	M.P.H.
Reverse	2⅛″	M.P.H.

POWER PULLEY

For stationary belt work, a power pulley can be provided on shaft from the transmission case and located on the left hand side of the tractor. This Pulley is 22″ in diameter with 12″ face and has a speed of 460 R. P. M. at normal motor speed.

TRUCK ROLLERS

There are five truck rollers on each side of the tractor, made from semi-steel with chilled faces, and fitted with Hyatt roller bearings turning on special, high-carbon, heat-treated steel gudgeons.

TRACK

Each link of the "CATERPILLAR" track comprises two annealed cast steel side members, the top surfaces of which form rails for the truck rollers. The space blocks fitted in each link are of case-hardened steel and the track pins which join the links, are of machined steel, case-hardened, 1¼″ diameter. The total width of rail surface for both tracks is 10″. If required, track shoes can be equipped with detachable v-shaped grousers or lugs.

TRACK SHOES

The track shoes which form the ground contact and which are securely bolted to the track links, are hot pressed from best grade plow steel. If required, these shoes can be equipped with detachable V-shaped grousers or lugs. The standard track shoe is 24″ wide. On special order, track shoes 30″ wide may be furnished at an extra cost.

TRACK DRIVE SPROCKETS

The track drive sprockets are made from high-grade carbon, cast steel annealed, and have a face width of 3″, the teeth meshing with case-hardened space blocks in the joints of the track.

TRACK IDLERS

The track idlers are of cast steel fitted with Hyatt roller bearings, and turning on special high-carbon, heat-treated steel gudgeons, ground to size. There are three upper supporting rollers.

STEERING

Steering is principally accomplished by means of separate friction clutches, controlling each track. A front wheel carrying only a small percentage of the tractor's weight and intended as an aid to steering, is controlled by a non-reversible steering gear of the worm and gear type, a steering hand wheel being immediately in front of the operator's seat.

SPRINGS

The weight of the "CATERPILLAR" is carried on eight double-coil springs. These springs relieve the tractor of road vibration. To relieve the tractor of transmission of shocks due to suddenly starting or stopping the load, the main chain sprocket drives the main drive shaft through heavy coil springs.

TANK

The capacity of the fuel tank is 74 gallons, and of the water storage tank 53 gallons.

BRAKE

Within convenient reach of the operator is a foot lever with a ratchet segment. This lever actuates a brake band on the outside diameter of the right-hand side steering clutch wheel. This brake is sufficiently strong to hold the tractor even on an extreme grade.

MAIN FRAME

The main frame is made up of structural steel, the principal longitudinal members of which are "I" beams weighing 25¼ lbs. per foot. The whole structure is thoroughly braced and trussed, all connections being made with hot rivets. The diameter of the front wheel turntable is 4′.

FRONT WHEEL

The front wheel is 36″ in diameter and has a face width of 18″. It is built up from mild steel with a cast iron hub and flat spokes. The mounting of the front wheel in the turntable includes springs to absorb road shock.

Chassis and Track Lubrication

Simple and accessible grease cups and oil reservoirs are provided for every bearing and moving part of the chassis. The "CATERPILLAR" tracks are lubricated by a gravity feed through pipes leading from a reservoir having a capacity of 5½ gallons, under the platform of the tractor. The feed is controlled by valves easily accessible from the operator's seat.

Operator's Seat

The seat for the operator is located on the right-hand side of the tractor. The operator thus had a full view ahead and has within convenient reach all control and operating levers. On special order, the operator's seat with steering wheel, levers, etc, can be located on the left-hand side of the tractor. Seating capacity for two operators can be provided at extra charge.

Draft Gear

For agricultural and road work a suitable draft gear is located at the rear of the tractor and directly connected to the main frame at a height of approximately 22″ above the ground. For use in towing artillery vehicles, transportation wagons, etc., in military service, the rear of the main frame is fitted with a pintle or towing hook at a height of approximately 29″ above the ground.

Cover

A full-length canopy protects the tractor and is fitted with canvas wing side curtains.

Illumination

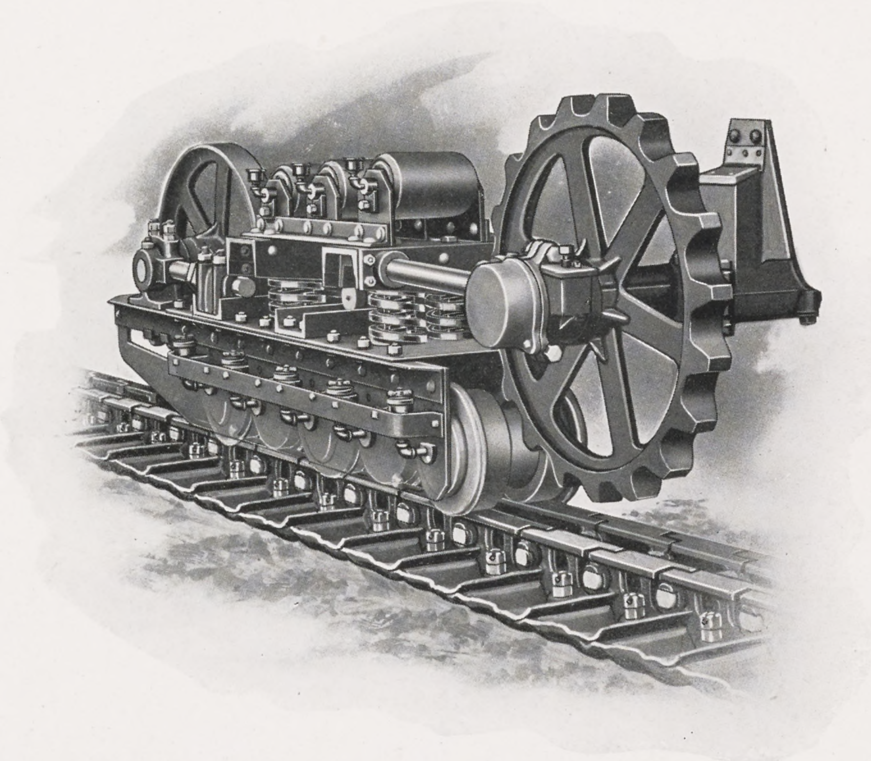
At an extra cost, there will be furnished a complete electric lighting outfit, consisting of one 36 C. P.—24 W. generator, one 35 C. P. mounted searchlight, one rear oil lamp and an extension cord lamp.

Tool Box

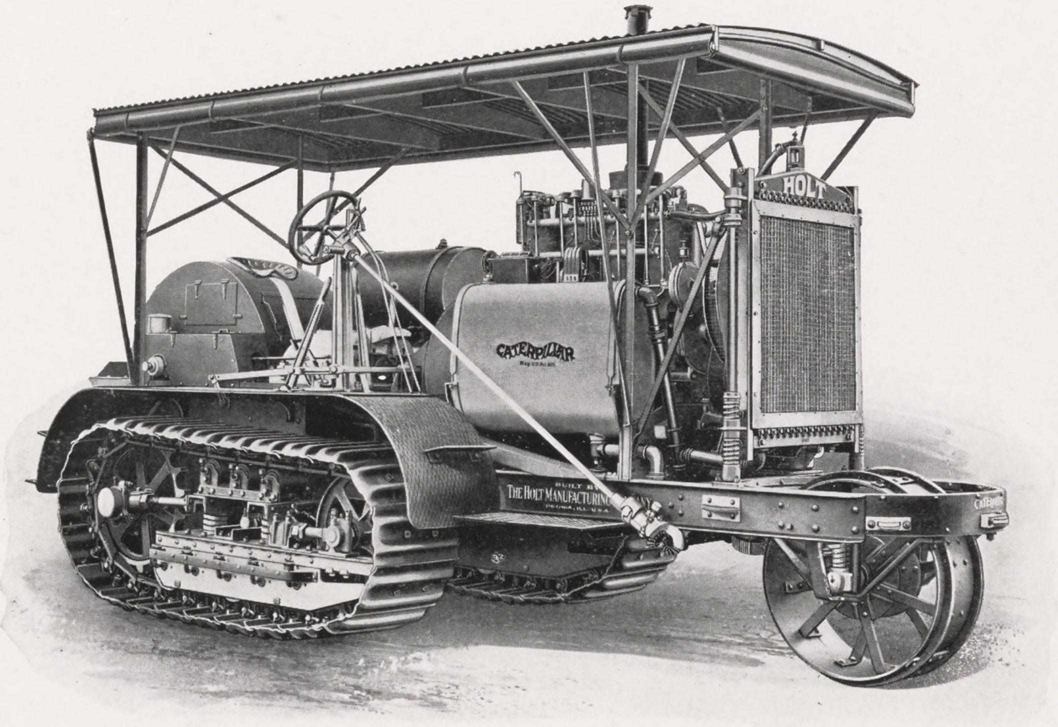
A steel tool box is provided with lock and key and contains a full supply of tools required for ordinary use.

Paint

The tractor has one coat of prime and two coats of olive drab paint. Other colors optional.



Roller Truck and Main Drive Sprocket With Track Spread Out.
"Caterpillar" 75 and 120. H. P. Tractor.



75 H. P. "Caterpillar" Tractor.

Specifications of
75 H. P. "Caterpillar" Tractor

CATERPILLAR
Reg. U.S. Pat. Off.

Dimensions

Width over all with standard 24″ tracks	8′ 8″
Width over all with special 30″ tracks	9′ 8″
Length	20′ 0″
Height with canopy	10′ 0″
Length of ground contact	6′ 3″
Weight with standard 24″ tracks	25,200 lbs.
Weight with special 30″ tracks	25,700 lbs.

Power Capacity

Brake horsepower	75
Drawbar horsepower	50

Motor

The motor is of the 4-cylinder, 4-cycle, valve-in-head type, of exclusive Holt design and manufacture. Bore 7½″, stroke 8″—the rated horsepower being developed at 550 R. P. M.

Cylinders

The cylinders are cast singly from the best grade of close-grained grey iron; bored and ground to size. Removable heads, both cylinders and heads being surrounded by water jackets of generous size.

Valves

Both the inlet and exhaust valves have a diameter of 2⅝″. The exhaust valve lifts 9/16″ and the inlet valve lifts ½″. Both are constructed with a mild steel stem and a cast iron head electrically welded to the stem. The stem is case-hardened and the entire valve is finished by grinding to size.

Crank-Shaft

The crank-shaft is made from high carbon steel, hammer-forged and heat treated, the finished diameter being 3⅛″. All bearings are finished by grinding to size.

CRANK-SHAFT BEARINGS

The crank case of the motor provides for five genuine babbitt bearings on the crank-shaft, the dimensions being as follows:

Center	$3\frac{11}{16}$″ long
Flywheel end	$8\frac{1}{8}$″ long
Timing gear end	$5\frac{3}{4}$″ long

PISTONS

The pistons are $8\frac{1}{2}$″ long and are made of the best grade of close-grained grey iron, finished by grinding to size. They are provided with three rings and four oil grooves.

PISTON PIN

The piston pin is made from steel tubing, having an outside diameter of $2\frac{13}{32}$″, case-hardened and ground to size.

PISTON PIN BEARINGS

The piston pin bearings in the connecting rods are of phosphor bronze, $2\frac{13}{32}$″ diameter by $3\frac{9}{16}$″ long.

CONNECTING RODS

The connecting rods are drop forgings of "H" section type and are 17″ in length. The connecting rod bearings are die cast babbitt around a steel skeleton and are $2\frac{15}{16}$″ in diameter by $3\frac{15}{16}$″ in length.

CAM SHAFT

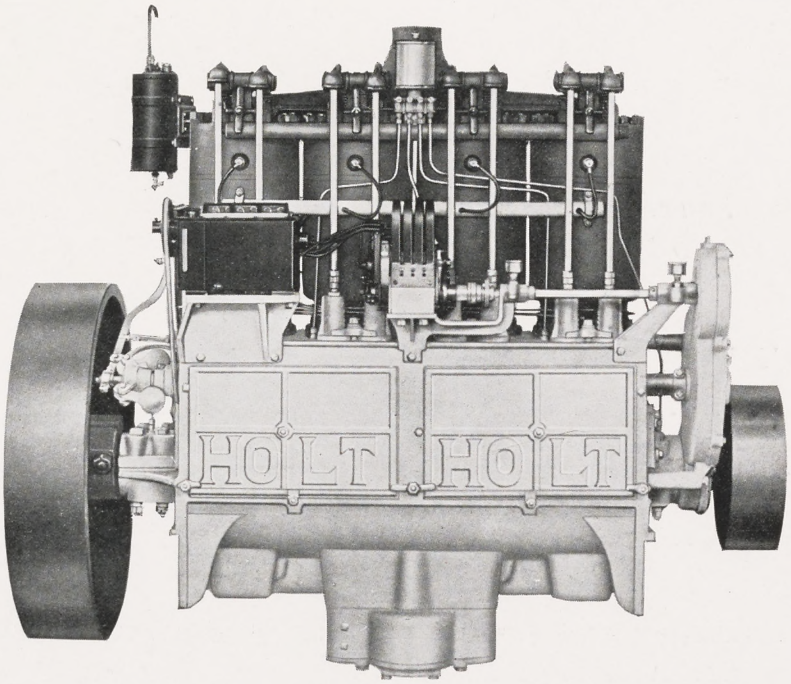
The cam shaft has a diameter of $1\frac{5}{16}$″, the cams having chilled faces $1\frac{3}{8}$″ wide and accurately ground. The cams work on tappets of the mushroom type, with chilled faces.

GOVERNOR

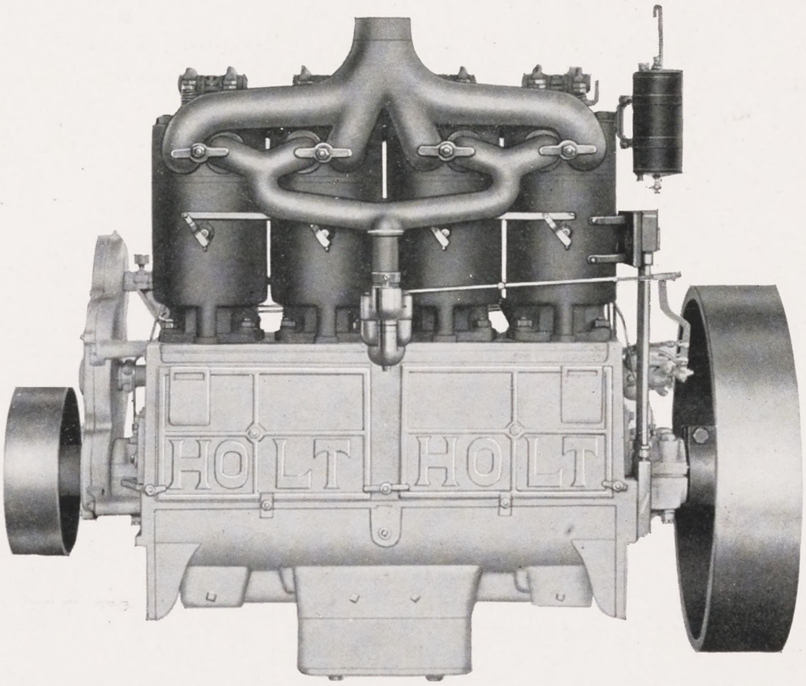
The governor is of the standard Holt fly-ball type, and mounted on the cam shaft.

COOLING

Cooling of the motor is accomplished by a tubular radiator having detachable sections, and the circulation of water through same by means of a belt driven centrifugal pump. Air is circulated through the radiator by a fan, belt driven from a pulley on the motor crank-shaft, which belt and pulley also drive the water pump.



Magneto Side.



Carburetor Side.

75 H. P. HOLT MOTOR.

Ignition

The ignition system is of high tension type, comprising a gear driven magneto ("K.W.", model HK), equipped with impulse starter. No batteries or coil are used. Spark plugs may be furnished with either ⅞″—18 S. A. E. threads per inch, or with 18 M. M. metric threads, at the customer's option.

Carburetor

The carburetor is a Kingston, 2″ size. The fuel supply to the carburetor is by means of a Stewart Vacuum System from the storage tank.

Lubrication

The motor is lubricated by a combined splash gravity and force feed system. The supply of oil for the splash system is controlled by a pump located in an oil pit at the bottom of the motor crank case, and driven by helical gears from the cam shaft. In addition, there are auxiliary gravity sight feed oilers to the three center and front crank-shaft bearings. A highly efficient force feed system lubricates the cylinders, rear crank-shaft bearings and fan shaft bearings.

Motor Control

The motor is controlled by a throttling governor arranged to maintain the motor at a maximum safe speed. A quadrant and levers near the operator's seat control the speed under varying loads.

Master Clutch

The master clutch is of the multiple, dry-plate type, consisting of five bronze and cast-iron plates 16¾″ outside diameter.

Transmission

Power from the motor is transmitted as follows: A dust-proof transmission case contains a three bevel gear and jaw clutch combination accomplishing the reverse and power pulley drive; also a counter-shaft permitting of a second speed, either higher or lower than the direct speed. On the direct speed, none of the gears in the transmission case transmit power. All gears contained in the transmission case run in a bath of oil. From the transmission case the power goes through a shaft, upon which is mounted a cut and hardened steel bevel pinion engaging with a large bevel gear on the countershaft. A double chain drive from the countershaft transmits power to the track sprocket or main drive shaft. Power is applied to either "CATERPILLAR" track by separate friction clutches. The steering of the tractor is accomplished principally by releasing one or the

TRANSMISSION---CONTINUED

other of these clutches. No differential gearing is used. These steering friction clutches are of the internal expanding shoe type. The chain drive and countershaft gearing are inclosed in a dust-proof housing. The drive chains are of the side bar and bushing type. The side bars are made from high-carbon steel. The bushings are case-hardened. The pins are 1″ in diameter and are made from case-hardened steel. Two distinct gear sets may be furnished as follows, based on 550 r. p. m. of the motor:

Direct	2⅛″ M.P.H.
High	3 M.P.H.
Reverse	2⅛″ M.P.H.

or

Low	1½″ M.P.H.
Direct	2⅛″ M.P.H.
Reverse	2⅛″ M.P.H.

POWER PULLEY

For stationary belt work, a power pulley can be provided on shaft from the transmission case and located on the left-hand side of the tractor. This pulley is 22″ in diameter with 12″ face and has a speed of 460 r. p. m. at normal motor speed.

TRUCK ROLLERS

There are five truck rollers on each side of the tractor, made from semi-steel with chilled faces, and fitted with Hyatt roller bearings turning on special, high-carbon, heat-treated steel gudgeons.

TRACK

Each link of the "CATERPILLAR" track comprises two annealed cast steel side members, the top surfaces of which form rails for the truck rollers. The space blocks fitted in each link are of case-hardened steel and the track pins which join the links are of machine steel, case-hardened, 1¼″ diameter. The total width of rail surface for both tracks is 10″. If required, track shoes can be equipped with detachable v-shaped grousers or lugs.

TRACK SHOES

The track shoes which form the ground contact and which are securely bolted to the track links, are hot pressed from the best grade plow steel. If required, these shoes can be equipped with detachable v-shapped grousers or lugs. The standard track shoe is 24″ wide. On special order, track shoes 30″ may be furnished at an extra cost.

TRACK DRIVE SPROCKETS

The track drive sprockets are made from high-grade carbon, cast steel annealed, and have a face width of 3″, the teeth meshing with case-hardened space blocks in the joints of the track.

TRACK IDLERS

The track idlers are of cast steel fitted with Hyatt roller bearings, and turning on special high-carbon, heat-treated steel gudgeons ground to size. There are three track supporting rollers.

STEERING

Steering is principally accomplished by means of separate friction clutches, controlling each track. A front wheel carrying only a small percentage of tractor's weight and intended as an aid to steering, is controlled by a non-reversible steering gear of the worm and gear type, a steering hand wheel being immediately in front of the operator's seat.

SPRINGS

The weight of the "CATERPILLAR" is carried on eight double-coil springs. These springs relieve the tractor of road vibration. To relieve the tractor transmission of shocks due to suddenly starting or stopping the load, the main chain sprocket drives the main drive shaft through heavy coil springs.

TANK

The capacity of the fuel tank is 74 gallons and of the water storage tank, 53 gallons.

BRAKE

Within convenient reach of the operator is a foot lever with a ratchet segment. This lever actuates a brake band on the outside diameter of the right-hand side steering clutch wheel. This brake is sufficiently strong to hold the tractor even on an extreme grade.

MAIN FRAME

The main frame is made up of structural steel, the principal longitudinal members of which are "I" beams weighing 25¼ lbs. per foot. The whole structure is thoroughly braced and trussed, all connections being made with hot rivets. The diameter of the front wheel turntable is 4′.

FRONT WHEEL

The front wheel is 36″ in diameter and has a face width of 18″. It is built up from mild steel with a cast iron hub and flat spokes. The mounting of the front wheel in the turntable includes springs to absorb road shock.

Chassis and Track Lubrication

Simple and accessible grease cups and oil reservoirs are provided for every bearing and moving part of the chassis. The tracks are lubricated by a gravity feed through pipes leading from a reservoir having a capacity of 5½ gallons, under the platform of the tractor. The feed is controlled by valves easily accessible from the operator's seat.

Operator's Seat

The seat for the operator is located on the right hand side of the tractor. The operator thus has a full view ahead and has within convenient reach all control and operating levers.

draft Gear

For agricultural and road work a suitable draft gear is located at the rear of the tractor and directly connected to the main frame at a height of approximately 22″ above the ground. For use in towing artillery vehicles, transportation wagons, etc., in military service, the rear of the main frame is fitted with a pintle or towing hook at a height of approximately 29″ above the ground.

Cover

A full length canopy protects the tractor and is fitted with canvas wing side curtains.

Illumination

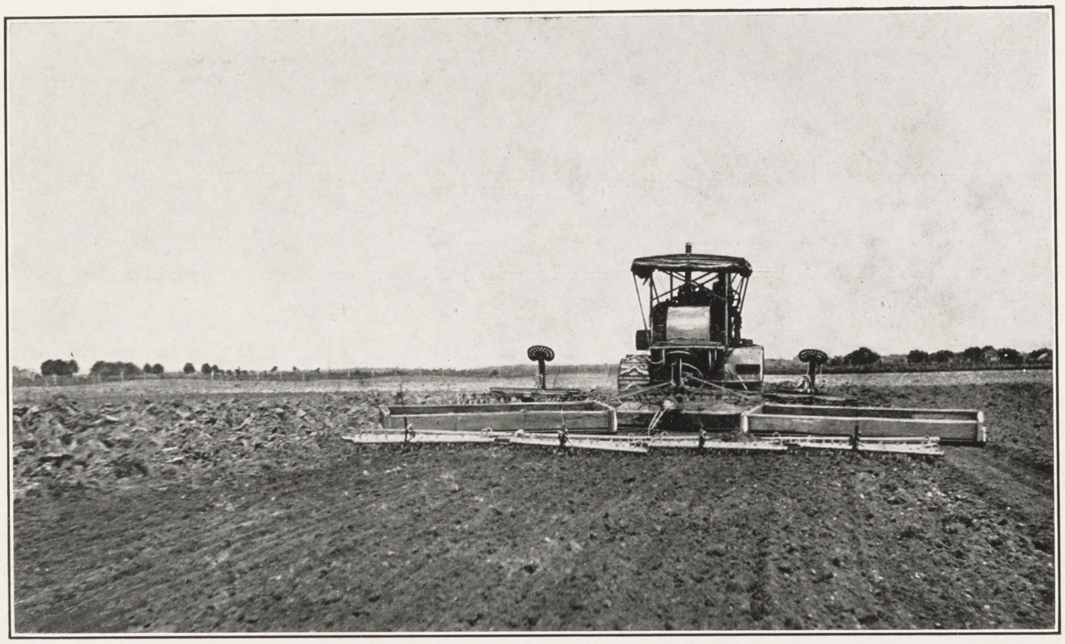
As extra equipment there can be furnished one rear oil lamp and two side oil lamps, or a complete electric lighting outfit comprising generator, mounted searchlight, and extension cord lamp.

Tool Box

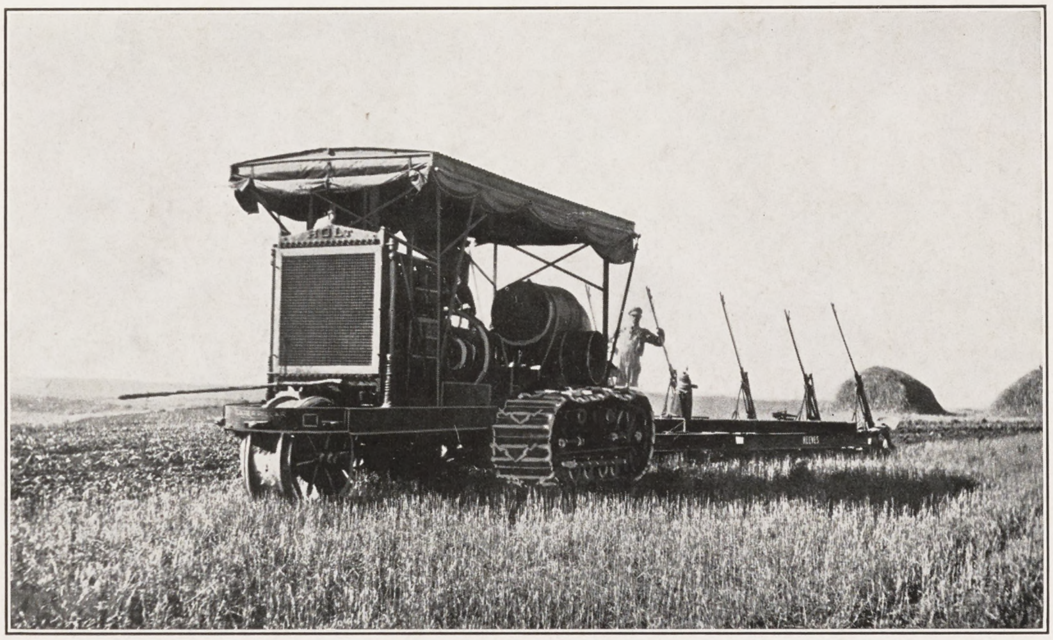
A steel tool box is provided with lock and key and contains a full supply of tools required for ordinary use.

Paint

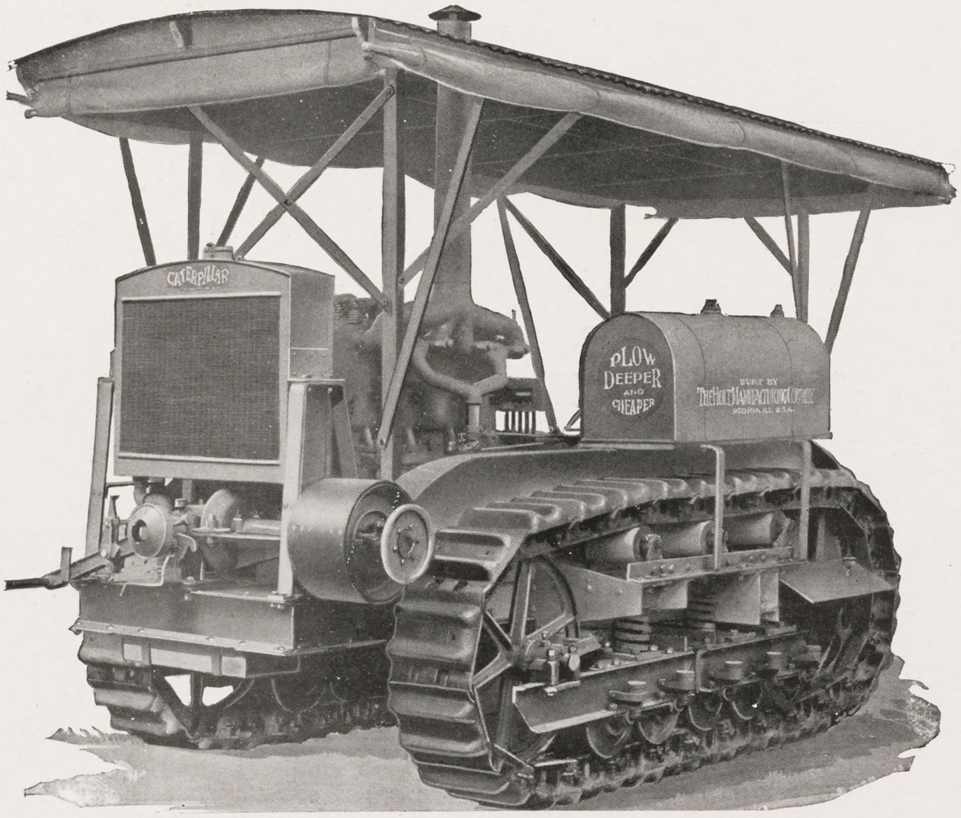
The tractor has two coats of olive drab paint. Other colors optional.



75 H. P. "Caterpillar" Tractor Harrowing, in Louisiana.



75 H. P. "Caterpillar" Tractor Pulling 12 Bottom Plow in Wheat Stubble.



The "Caterpillar" 45

Dimensions and Specifications

GENERAL DIMENSIONS—Width over all with standard 13″ tracks	6′ 2½″
Width over all with special 30″ tracks	8′ 8½″
Length over all	12′ 9″
Height over all with canopy	5′ 10″
Length of ground contact	6′ 8″
Weight with standard 13″ tracks	13,000 lbs.
Average drawbar pull	4,400 lbs.
POWER CAPACITY—Brake Horsepower	45
Drawbar Horsepower	25

MOTOR—4 Cylinder, 4 Cycle, Valve-in-head type, Bore 6″, Stroke 7″, Speed 600 R. P. M.

CYLINDERS—Cast singly. Best grade, close-grained cast iron; bored, ground and polished to size.

VALVES—Inlet Valves; Lift 15-32, Inside Diameter, Seat 2¼″.
Exhaust Valves; Lift 9-16, Inside Diameter, Seat 2¼″.
Mild Steel Stem, case-hardened; cast head, electrically welded to stem; stem and head ground to size.

CRANK SHAFT—Diameter 2 13-16″. High carbon steel hammer-forged and double heat treated. Ground and polished.

THE CATERPILLAR "FORTY-FIVE"

CRANK SHAFT BEARINGS—Five bearings. Center crank bearings 3¼″ long. End crank bearings 7 9-16″ and 5 3-16″ genuine babbitt, hand scraped.

PISTON—Close-grained grey iron, ground and polished to size. 3 rings.

PISTON PIN—1 15-16″ diameter. Cold drawn steel tubing, case hardened and ground to size.

PISTON PIN BEARINGS—1 15-16″ diameter. 2 7-8″ long. Phosphor bronze bushing.

CONNECTING RODS—Drop forged, "H" section; length 13½″.

CONNECTING ROD BEARINGS—Diameter 2 13-16″, length 3¼″, Genuine babbitt die-cast, with steel skeleton.

CAM SHAFT—Diameter 1 3-16″, Cold rolled steel shafting, ground and polished to size.

GOVERNOR—Fly-ball type; mounted on cam shaft.

COOLING—Water cooled through heavy type radiator. Circulation by centrifugal pump driven by belt from crank shaft; same belt drives fan.

IGNITION—K. W. gear driven, high tension magneto system, no batteries. Spark plugs, ½-inch standard, or 18 M. M. Metric.

CARBURETOR—1½-inch Kingston.

LUBRICATION—Splash for all moving parts and bearings in crank case, transmission case and track driving gear housing. Force feed to cylinders. Track oiled by gravity; feed supply regulated by valves easily accessible from operator's seat. Oil and grease cups where needed.

MOTOR CONTROL—Throttling governor. Hand control at operator's seat to give variable speed within limits of governor.

MASTER CLUTCH—Multiple dry plate type; 5 plates, bronze against cast iron, 14½″ outside diameter.

TRANSMISSION—From master clutch to main transmission gear through a universal joint. All gears of ample size and face to give long life; cut steel, case hardened, enclosed in oil tight cases. All gears in mesh at all times. No differential; tracks controlled separately by clutches and brakes operated by hand lever and foot pedal. Sharpness of turn dependent on amount of pressure on foot pedal.

TRUCK ROLLERS—Cast with chilled face, five on each side of tractor. Truck rollers turn on special high carbon, heat treated steel gudgeons. Bronze bushed and fitted with dust-proof leather and steel washers.

TRACK—Thirteen-inch wide track made up of solid steel link and shoe, equipped with case-hardened steel space blocks and 1¼-inch case-hardened steel pins.

TRACK DRIVE—The sprockets are high grade carbon steel, annealed, and have 2⅜-inch face, teeth meshing with case-hardened steel space blocks in joints of tracks. Sprockets turn on stationary rear axle. Sprockets, bronze bushed.

TRACK IDLERS—Steel blank sprockets, bronze bushed. Four upper supporting rollers.

STEERING—High speed type clutches and brake on counter shaft under easy control of operator. Tractor can be turned at right angle by releasing either clutch. Both sides drive at all times when going forward. No differential.

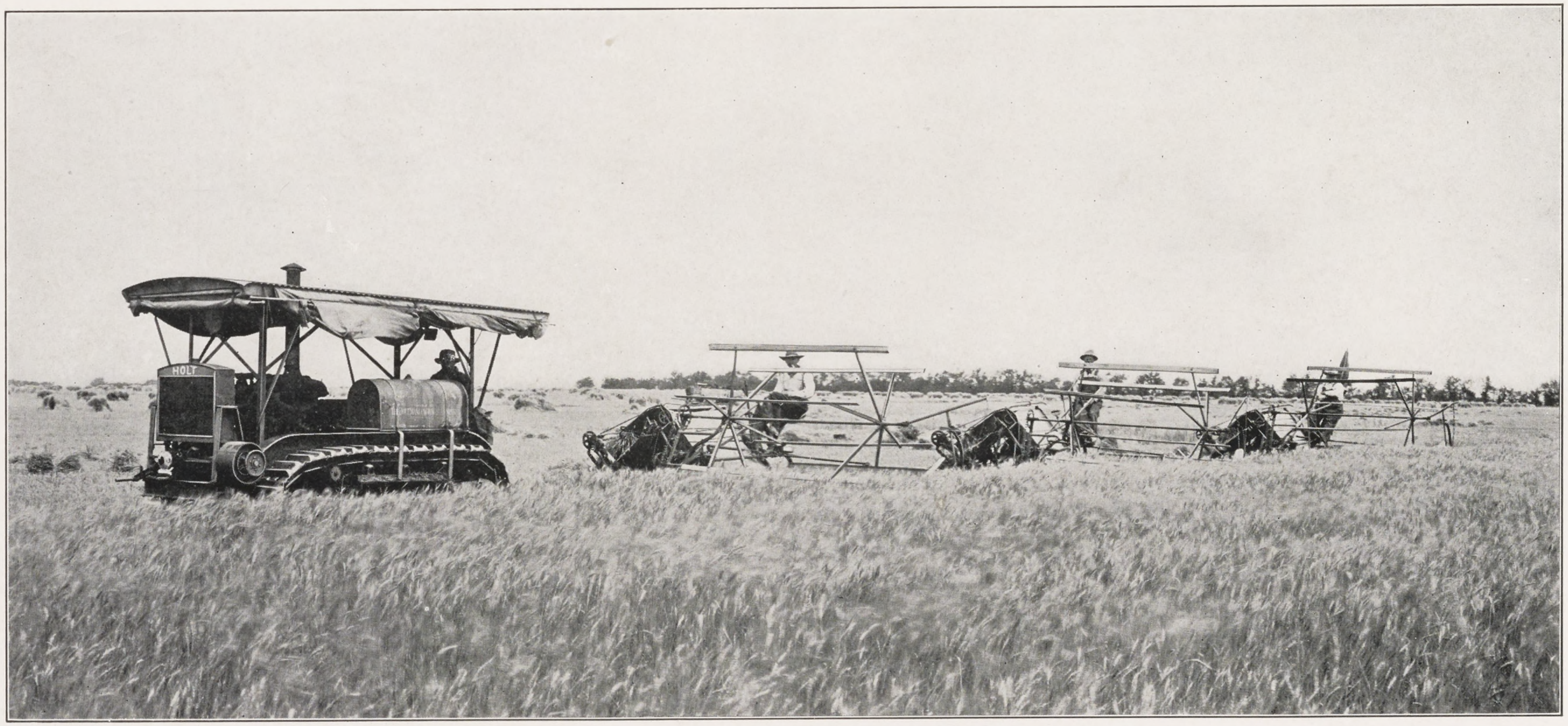
MAIN FRAME—Built up of 6-inch channel steel, cross braced and trussed with reinforcing plates. Hot riveted throughout.

SPRINGS—Eight double coil springs carry entire weight of tractor.

TANK—Fuel capacity, 48.5 gallons; water capacity, 9.0 gallons.

BELT PULLEY—Diameter 14 inches, face 9 inches; R. P. M., 625.

SPEEDS OF TRAVEL—Optional—2⅛ and 3½, or 2⅛ and 1½ m. p. h., both forward and reverse.



45 H. P. "Caterpillar" Tractor Pulling Three 8-ft. Harvesters, in Kansas.

CATERPILLAR
Reg. U.S. Pat. Off.

WARNING

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